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*Repatriation of soldiers and officials from the Philippines.*BARCELONA, SPAIN, *April 14, 1900.*

At 7 o'clock yesterday morning the steamer *Montevideo*, of the Transatlantic Company, from Manila and ports of call, came to anchor at the entrance of the port of Barcelona.

The director of the sanitary station, Don Rafael Bianchi, examined the ship's papers, which showed 2 suspect cases of plague. In view of this fact the vessel was ordered to remain interdict until further orders, a guard being stationed to prevent access to the ship. The facts were immediately reported to the civil governor, with intention to communicate them without loss of time to the medical commission of the local board of health. The mail carried by the *Montevideo* was disinfected at the lazaretto of the sanitary station.

According to the medical log, on the 8th instant a soldier named Gregorio Otero was admitted to the ship's hospital, suffering from a glandular swelling in the groin. On the 10th, another soldier, Antonio Mena Casada, was admitted, suffering from adenitis of the axilla. Both patients, according to the ship's doctor, were without fever, and it was his opinion that the swellings were due to eruption.

At 11 o'clock in the morning, Don Rafael Bianchi, Dr. Luis Comenge, and Drs. José Condominas and José Gongora, of the provincial and local boards of health, met at the office of the inspector of maritime sanitation.

Dr. Bianchi reported what had occurred, and in consideration of the facts that bubonic plague does not begin with characteristic symptoms (although according to a brochure of Dr. Verdes Montenegro, its most constant symptom is fever), that the disease may develop after a lapse of time, and that there was grave suspicion that the 2 cases described were plague, the members present resolved that the steamer *Montevideo* should be sent to the lazaretto for foul ships at Mahon. The resolution was promptly approved by the civil governor.

At 5 o'clock, in obedience to the decision of the board of health, the *Montevideo* weighed anchor for Mahon, at which lazaretto it will quarantine for fifteen days. No passengers will be disembarked, but the vessel took another passenger, Señor Vila, an expert, of this port, who will not be permitted to leave the vessel.

Two deaths occurred during the voyage. One death was due to anæmia. The *Montevideo* carried 581 passengers for Barcelona and 71 for Cadiz and Corunna. Of the former, 352 were soldiers and officers, 12 civil employees and their families, and 22 friars. Among the passengers taken on en route were 54 soldiers of the Marine Infantry and 12 officers of the fleet. The captain of the vessel is Don Luis Campo.

The voyage was good except for some rough weather experienced in the Mediterranean.

EPIDEMIC INFECTION.

Madrid, April 16: A telegram from Castillon states that an epidemic of infectious cerebro-spinal meningitis has developed. At the town of Alfondéguiillas it has taken a fulminant form, 6 deaths having occurred.

*Concerning the labeling of hand baggage of steerage passengers at Cadiz.*CADIZ, *March 28, 1900.*

SIR: I have the honor to acknowledge receipt of dispatch dated March 6, instructing me to label all baggage of steerage passengers embarked here and shall strictly adhere to said instructions and have instructed the consular agents in my district to do likewise.

I would, however, respectfully submit the following remarks anent this baggage: It has been my custom to have all packages of steerage passengers examined and labeled which, after the inspection, remained in charge of the officers of the steamship company or vessel. The small valises, handkerchiefs, and other bundles that remained in the possession of the passengers during the lighterage on board and during the voyage, when seen were inspected but not labeled, as it was impossible to prevent any addition to their contents during transit especially as all the steamers after leaving this port call at ports in the Canary Islands where the passengers may go on shore and purchase effects liable to contagion. These small packages also are kept in the steerage